

Survey No. T-501

Magi No. 2105015833

DOE ☐ yes ☒ no

# Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SAILING LOG CANOE FLEET THEMATIC GROUP

## 1. Name (indicate preferred name)

historic

FLYING CLOUD

and/or common

log canoe

## 2. Location

street &amp; number

Cummings Drive

Magee Road

(Cummings Creek)

n/a not for publication

city, town

Wittman

☒ vicinity of

congressional district

First

state

Maryland

024

county

Talbot

041

## 3. Classification

Category

☐ district☐ building(s)☐ structure☐ site☒ object

Ownership

☐ public☒ private☐ both

Public Acquisition

☐ in process☐ being considered☒ not applicable

Status

☐ occupied☐ unoccupied☐ work in progress

Accessible

☒ yes: restricted☐ yes: unrestricted☐ no

Present Use

☐ agriculture☐ commercial☐ educational☒ entertainment☐ government☐ industrial☐ military☐ museum☐ park☐ private residence☐ religious☐ scientific☒ transportation☐ other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name

Allan A. &amp; John Noble

street &amp; number

15410 Barnesville Rd.

telephone no.:

city, town

Boyd's

state and zip code

Maryland 20841

## 5. Location of Legal Description

courthouse, registry of deeds, etc.

n/a

liber

street &amp; number

folio

city, town

state

## 6. Representation in Existing Historical Surveys

in

Maryland Historical Trust Historic Sites Inventory

date

1984

☐ federal ☒ state ☐ county ☐ local

depository for survey records

21 State Circle

city, town

Annapolis

state

Maryland 21401

## 7. Description

Survey No. T-501

### Condition

☒ excellent  
☒ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved      date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

FLYING CLOUD is a sailing log canoe with a racing rig and carries one of the only square sails in the Maryland racing fleet. Built in 1932 in Tilghman, Maryland by the well-known boatbuilder John B. Harrison, she is log-built with carvel-fitted rising planks, a clipper bow, and a sharp stern. The canoe measures 34'11" long with a beam of 8' 8-1/2". The boat is privately owned and races under the No. 22. Her log hull is painted white and she has bright spars and washboards.

The canoe is log-built in the Tilghman fashion, with a five-log bottom with carvel-fitted rising planks and a smooth sheer. She is half-decked, with washboards, and is double-ended, with a longhead on a straight stem with little rake and a sharp, straight stern over which hangs a long bumpkin and a rudder mounted on pintles. As originally built the canoe was square-sterned, but because of traditional racing rules mandating sharp-sterned vessels, the canoe was altered to the traditional sharp stern form in 1933 by the builder's son-in-law Sam McQuay. There is a centerboard and movable springboards for counter-balancing the boat when sailing.

The rig consists of two masts with adjustable rake, carrying a foresail, mainsail, and large jib. These are set into squared mast partners fore and aft. The fore- and mainsails have clubs and sprits and are made of dacron. The 52' foremast is stayed with two shrouds and spreaders. The mainmast is also stayed, an unusual feature. The bowsprit has heavy standing rigging consisting of bobstay and bowsprit shrouds, and a forestay leads to the foremast and carries the jib. Among her other assorted sails FLYING CLOUD carries a square sail when racing in light airs—one of the few canoes to do so.

The canoe's original wood hull is painted white with spars and washboards varnished bright. The centerboard is painted white. The longhead is decorated with carved trailboards with FLYING CLOUD painted on them in gold, green, and black.

## 8. Significance

Survey No. T-501

od	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1932 Builder/Architect John B. Harrison

check: Applicable Criteria: ☒ A ☒ B ☒ C ☐ D  
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ none

Level of Significance: ☒ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the last surviving traditional Chesapeake Bay racing log canoes that carry on a tradition of racing on the Eastern Shore of Maryland that has existed since the 1840's. In addition, it is a surviving representative of the oldest indigenous type of boat on the Bay -- the working log canoe -- which was developed in the 17th century by early European settlers from the aboriginal dugout canoe.

Used for transportation and for harvesting the rich bounty of the Bay, log canoes changed little over the centuries. Constructed of from two to seven logs and ranging in length from 20 to 35 feet, they were rigged with one or two sharp-headed spritsails with or without a jib set on raking, unstayed pole masts. Easily and cheaply constructed, some 6300 existed in Bay waters in the 1880s. The working canoes first began to be raced in 1840 and by the 1870s area boatbuilders were building canoes specifically for racing, with lighter, thinner hulls and sharper lines. As mast heights increased to increase sail area the canoes became inherently unstable, necessitating the use of springboards and human ballast. Also part of the racing rig is the outrigger added for balance and to enable the sail tender to sit beyond the overlarge mainsail.

With the invention of the gasoline engine many log canoes were converted to power for oystering, but were then converted back to sail as interest in racing waxed and waned over the years. After peak years of popularity in the 1880s and 1890s, interest in log canoe racing waned in the first two decades of the 20th century only to be revived again in the 1920s. The popularity of racing, spearheaded by the Miles River Yacht Club, continued unabated until the present day, although the number of vessels active in the fleet has varied considerably.

FLYING CLOUD is particularly significant as having been built by John B. Harrison, one of Maryland's most noted boatbuilders, and for having been one of the most successful racing log canoes ever built. Built by Harrison in 1932 at the end of a long workboat building career, the FLYING CLOUD and her sister canoe JAY DEE were built specifically to be successful racers making use of design innovations created by Harrison--most ably exceptionally large size and unusual square sterns. The square stern of FLYING CLOUD was altered to the more traditional sharp stern in 1933 because the vessel had been ruled ineligible for competition in the Governor's Cup race. JAY DEE still retains her original square stern. At 34'11" long FLYING CLOUD is only 2" under the maximum length allowed for the Governor's Cup race.

(continued overleaf)

FLYING CLOUD was built for A. Johnson Grimes of Easton, Maryland and the plan was to race her against her sister canoe JAY DEE, built in 1931. FLYING CLOUD raced continually until 1948 when tragedy struck. James B. Richardson, Jr., son of the noted boatbuilder Jim Richardson, was killed by lightning as he sheltered from the rain under the foredeck of the vessel. The canoe was retired from racing and converted by Jim Richardson to a cruising sailboat by adding a cabin, motor, and shorter masts. In 1955 FLYING CLOUD was sold to John Noble who sailed her on Long Island Sound. Years later Noble's sons Allan and John, Jr. moved to Boyd's, Md. and brought the boat with them to restore her to her former glory as a racing canoe. Work was done at Sam McQuay's yard in Witten Md. where the work was done by Sam, John B. Harrison's son-in-law, and by his son Dave, the boatbuilder's grandson. This restoration of the famous vessel was well documented. Because of her unusually large sail area in the 1930s, FLYING CLOUD was known as the "Greek Temple on the water." Her new sailing rig is much smaller (a 52' foremast) and more in line with other boats of the racing fleet.

## 9. Major Bibliographical References

T-501

Brewington, Marion V., Chesapeake Bay Log Canoes and Bugeyes (Cambridge, Md.: Cornell Maritime Press, 1963)

## 10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Claiborne, MD

Quadrangle scale 1:24000

UMT References

A 

1	8	3	8	7	9	6	0	4	2	9	2	9	6	0
Zone		Easting				Northing								

B 

Zone		Easting				Northing								

C 

Zone		Easting				Northing								

D 

Zone		Easting				Northing								

E 

Zone		Easting				Northing								

F 

Zone		Easting				Northing								

G 

Zone		Easting				Northing								

H 

Zone		Easting				Northing								

### Verbal boundary description and justification

The historic boundary of this movable vessel is co-terminous with the hull. The vessel is usually stored at the location indicated in Item 2.

### List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
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state	code	county	code
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## I. Form Prepared By

name/title Anne Witty and Dr. Mary Ellen Hayward

organization Maryland Historical Society

date May 1984

street & number 201 West Monument Street

telephone (301) 685-3750

city or town Baltimore

state Maryland 21201

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

CHESAPEAKE  
BAY  
SAILING-  
LOG CANOE  
FLEET  
THEMATIC GROUP



18-387960-4292960  
(T-501) FLYING CLOUD

18-385380-4290890  
(T-510) SANDY

is  
it

Harbor Cove

Ferry  
Cove

Poplar  
Cabin

Poplar Sherwood

James Ch

Long  
Point

Wittman Sch

Briary  
Cove

Smith  
Point

Indian  
Point

Little Neck  
Point

Leadenham  
Creek

T-501

Norfolk

BM 16  
St Johns Ch

BM 11

Wittman

Gumming  
Creek

Creek

4293

4292

BM 3  
BM 6  
000  
FEET

BM 11

38° 45' N  
76° 22' W

TILGHMAN 2.5 MI.

(TILGHMAN)  
5761 III NE

SCALE 1:24,000

NEAVITT 1.8 MI

17° 30' N

388

120'

579

33

T-501

FLYING CLOUD (log canoe)

Boys, Maryland

FLYING CLOUD is 34'11" sailing log canoe in the racing fleet. She is log-built with carvel-fitted rising planks, a clipper bow, sharp stern, and a beam of 8' 8-1/2". Her sailing rig consists of two masts with adjustable rake, carrying a foresail, mainsail, and large jib, with additional smaller sails used when racing in light airs. Built in 1932 in Tilghman, Maryland by John B. Harrison, FLYING CLOUD gains her significance for being one of the last 22 surviving Chesapeake Bay racing log canoes that carry on a tradition of racing on the Eastern Shore of Maryland that has existed since the 1840's. FLYING CLOUD is of special importance for having been built by one of the region's most important boatbuilders, John B. Harrison, and for being known as one of the fastest and most famous log canoes on the Bay in her peak racing years in the 1930's.

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. T-501

Magi No. 2105015833

DOE ☐ yes ☐ no

## 1. Name (indicate preferred name)

historic FLYING CLOUD

and/or common log canoe

## 2. Location

street & number 15410 Barnesville Rd. *Cummings Drive* ☐ not for publicationcity, town Boyds *Wittman* ☐ vicinity of congressional district

state Maryland county Talbot

## 3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input checked="" type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name Allan A. &amp; John Noble

street &amp; number 15410 Barnesville Rd. telephone no.:

city, town Boyds state and zip code Maryland 20841

## 5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street &amp; number folio

city, town state

## 6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state



## 7. Description

Survey No. T-501

### Condition

☒ excellent  
☒ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☐ original site  
☐ moved      date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

FLYING CLOUD is a sailing log canoe with a racing rig and carries one of the only square sails in the Maryland racing fleet. Built in 1932 in Tilghman, Maryland by the well-known boatbuilder John B. Harrison, she is log-built with carvel-fitted rising planks, a clipper bow, and a sharp stern. The canoe measures 34'11" long with a beam of 8' 8-1/2". The boat is privately owned and races under the No. 22. Her log hull is painted white and she has bright spars and washboards.

The canoe is log-built in the Tilghman fashion, with a five-log bottom with carvel-fitted rising planks and a smooth sheer. She is half-decked, with washboards, and is double-ended, with a longhead on a straight stem with little rake and a sharp, straight stern over which hangs a long bumpkin and a rudder mounted on pintles. As originally built the canoe was square-sterned, but because of traditional racing rules mandating sharp-sterned vessels, the canoe was altered to the traditional sharp stern form in 1933 by the builder's son-in-law Sam McQuay. There is a centerboard and movable springboards for counter-balancing the boat when sailing.

The rig consists of two masts with adjustable rake, carrying a foresail, mainsail, and large jib. These are set into squared mast partners fore and aft. The fore-and mainsails have clubs and sprits and are made of dacron. The 52' foremast is stayed with two shrouds and spreaders. The mainmast is also stayed, an unusual feature. The bowsprit has heavy standing rigging consisting of bobstay and bowsprit shrouds, and a forestay leads to the foremast and carries the jib. Among her other assorted sails FLYING CLOUD carries a square sail when racing in light airs--one of the few canoes to do so.

The canoe's original wood hull is painted white with spars and washboards varnished bright. The centerboard is painted white. The longhead is decorated with carved trailboards with FLYING CLOUD painted on them in gold, green, and black.

## 8. Significance

Survey No. T-501

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1932 **Builder/Architect** John B. Harrison

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D  
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the last 22 surviving traditional Cheasapeake Bay racing lot canoes that carry on a tradition of racing on the Eastern Shore of Maryland that has existed since the 1840's. In addition, it is a surviving representative of the oldest indigenous type of boat on the Bay -- the working log canoe - which was developed in the 17th century by early European settlers from the aboriginal dugout canoe.

Used for transportation and for harvesting the rich bounty of the Bay, log canoes changed little over the centuries. Constructed of from two to seven logs and ranging in length from 20 to 35 feet, they were rigged with one or two sharp-headed spritsails with or without a jib set on raking, unstayed pole masts. Easily and cheaply constructed, some 6300 existed in Bay waters in the 1880s. The working canoes first began to be raced in 1840 and by the 1870s area boatbuilders were building canoes specifically for racing, with lighter, thinner hulls and sharper lines. As mast heights increased to increase sail area the canoes became inherently unstable, necessitating the use of springboards and human ballast. Also part of the racing rig is the outrigger added for balance and to enable the sail tender to sit beyond the overlarge mainsail.

With the invention of the gasoline engine many log canoes were converted to power for oystering, but were then converted back to sail as interest in racing waxed and waned over the years. After peak years of popularity in the 1880s and 1890s, interest in log canoe racing waned in the first two decades of the 20th century only to be revived again in the 1920s. The popularity of racing, spearheaded by the Miles River Yacht Club, continued unabated until the present day, although the number of vessels active in the fleet has varied considerably.

FLYING CLOUD is particularly significant as having been built by John B. Harrison, one of Maryland's most noted boatbuilders, and for having been one of the most successful racing log canoes ever built. Built by Harrison in 1932 at the end of a long workboat building career, the FLYING CLOUD and her sister canoe JAY DEE were built specifically to be successful racers making use of design innovations created by Harrison--most notably exceptionally large size and unusual square sterns. The square stern of FLYING CLOUD was altered to the more traditional sharp stern in 1933 because the vessel had been ruled ineligible for competition in the Governor's Cup race. JAY DEE still retains her original square stern. At 34'11" long FLYING CLOUD is only 2" under the maximum length allowed for the Governor's Cup race.

Survey No. T-501

## 10. Geographical Data

**Quadrangle scale** \_\_\_\_\_

H 

state	code	county	code
-------	------	--------	------

### 11. Form Prepared By

city or town Baltimore state Maryland 21201

PS-2746

## 8. Significance

Survey No. T-501

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

### Specific dates

### Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D  
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

FLYING CLOUD was built for A. Johnson Grimes of Easton, Maryland and the plan was to race her against her sister canoe JAY DEE, built in 1931. FLYING CLOUD raced continually until 1948 when tragedy struck. James B. Richardson, Jr., son of the noted boatbuilder Jim Richardson, was killed by lightning as he sheltered from the rain under the fore deck of the vessel. The canoe was retired from racing and converted by Jim Richardson to a cruising sailboat by adding a cabin, motor, and shorter masts. In 1955 FLYING CLOUD was sold to John Noble who sailed her on Long Island Sound. Years later Noble's sons Allan and John, Jr. moved to Boyd's, Md. and brought the boat with them to restore her to her former glory as a racing canoe. Work was done at Sam McQuay's yard in Wittman, Md. where the work was done by Sam, John B. Harrison's son-in-law, and by his son Dave, the boatbuilder's grandson. This restoration of the famous vessel was well documented. Because of her unusually large sail area in the 1930s, FLYING CLOUD was known as the "Greek Temple on the water." Her new sailing rig is much smaller (a 52' foremast) and more in line with other boats of the racing fleet.

## 9. Major Bibliographical References

Survey No. T-501

## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

Quadrangle scale \_\_\_\_\_

UTM References do NOT complete UTM references

A 

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Zone Easting NorthingB 

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Zone Easting NorthingC 

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D 

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E 

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F 

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G 

--	--	--	--	--	--	--	--	--	--

H 

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Verbal boundary description and justification \_\_\_\_\_

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
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## 11. Form Prepared By

name/title \_\_\_\_\_

organization \_\_\_\_\_

date \_\_\_\_\_

street &amp; number \_\_\_\_\_

telephone \_\_\_\_\_

city or town \_\_\_\_\_

state \_\_\_\_\_

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

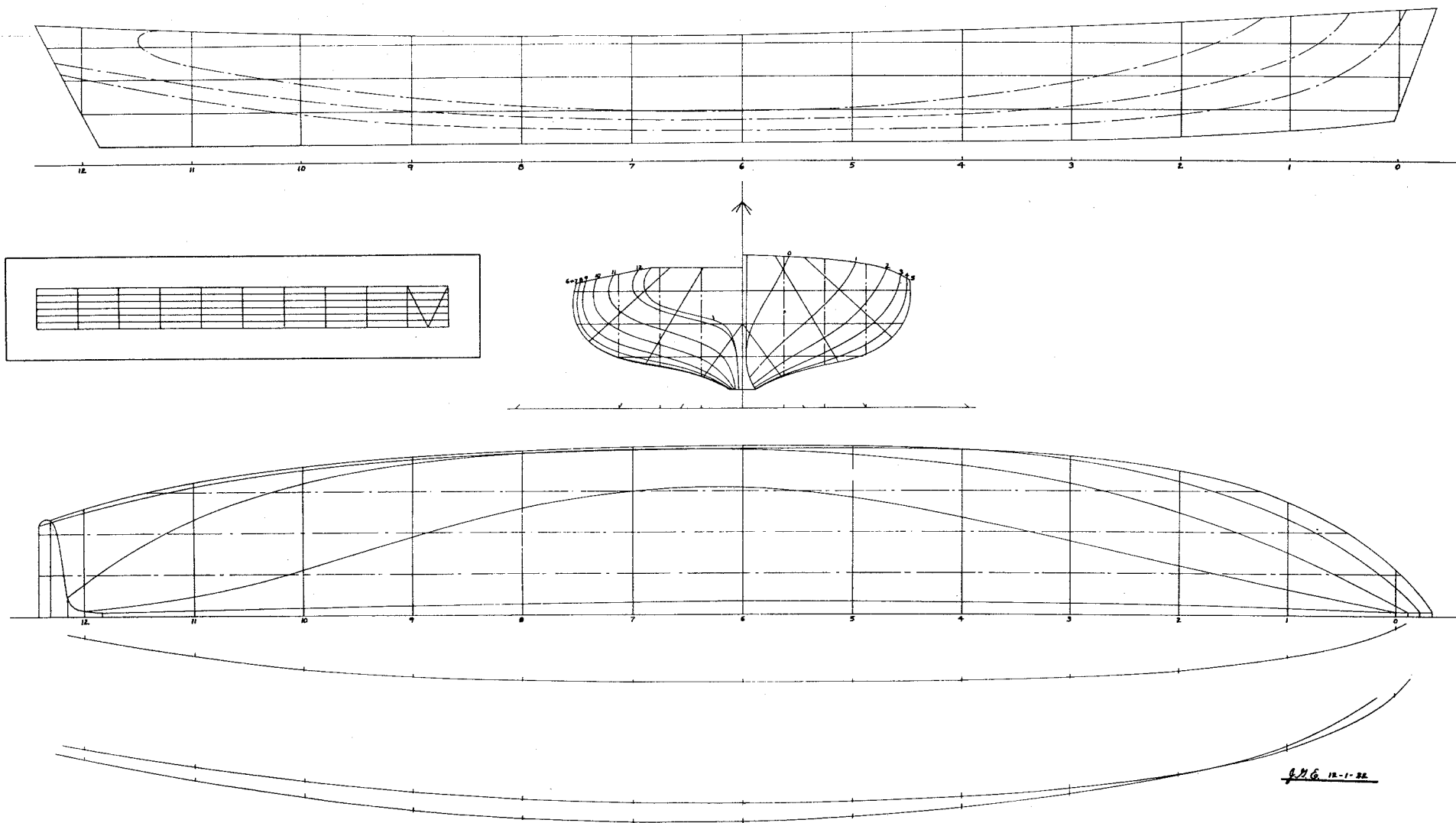
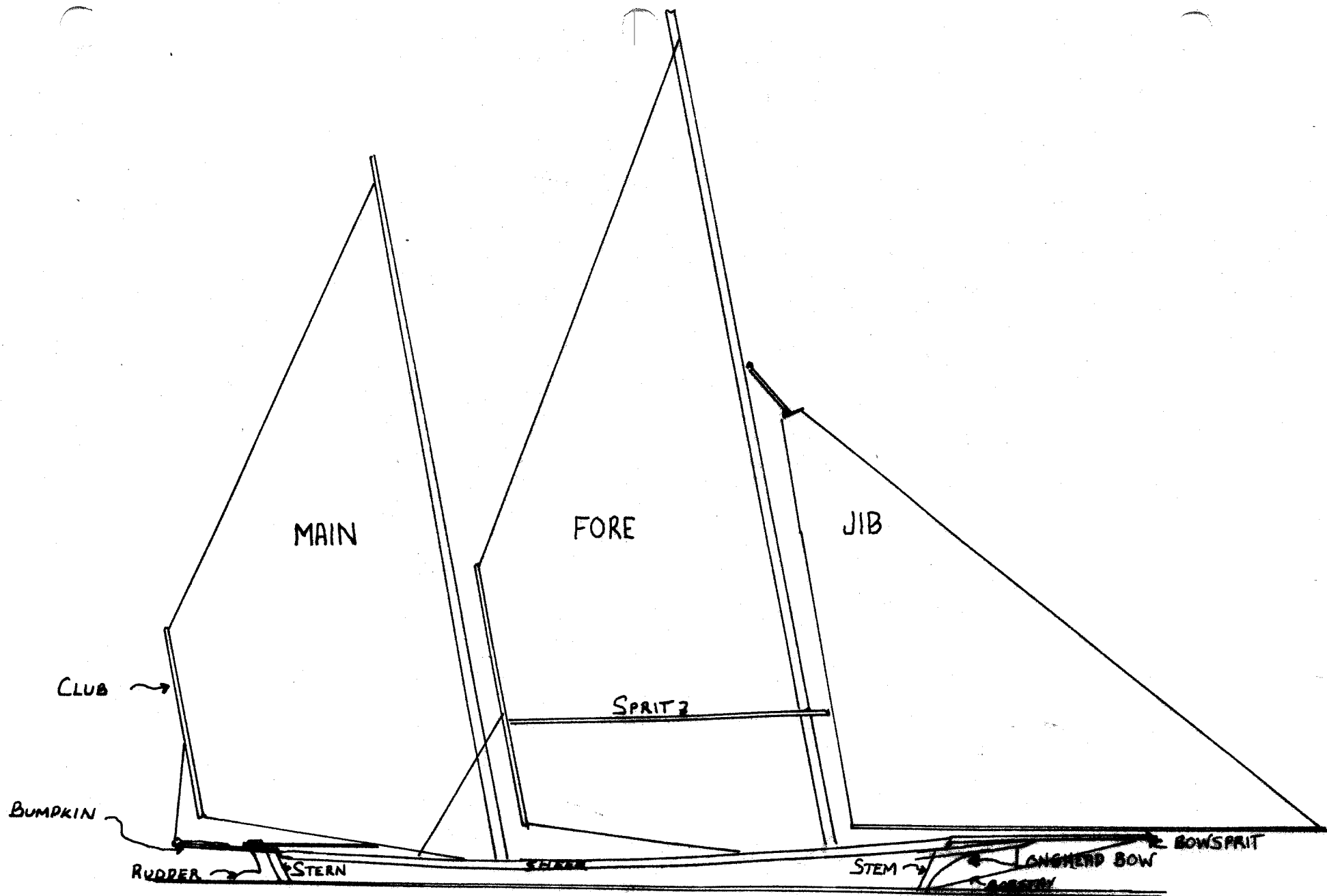


PLATE XI. LINES OF MODEL OF RACING CANOES, *Jay Dee* AND *Flying Cloud*.  
 Built by John B. Harrison, Tilghman, Md., 1930-1932. Drawing by John G. Earle.



SAIL PLAN OF TILGHMAN ISLAND CANGE after drawing by J.G. Earle





407-40

T-501

FLYING CLOUD  
Wittman, Md.

Port side  
M.C. Wootton 7/84



T-501

FLYING CLOUD  
St. Michaels, Md

Port side  
A.E. Witty 7/84



T-501

FLYING CLOUD

St. Michaels, Md

Port side, under sail

A.E. Witty 7/84



407-43

unfiled

T-501

FLYING CLOUD

Wittman, Md.

Port side - stern

M.C. Wootton 7/84





T-501

FLYING CLOUD  
Wittman, Md.

Starboard side - interior hull  
N.C. Wootton 7/84

407-3